

OPERATORS SELL BROADWAY FLATS

Woman Buys Tall Building at 89th Street and Immediately Transfers It.

MANY APARTMENT DEALS

Good Demand for Small Multi-family Structures; Other Sales Reported.

TRANSFER has been made by Harris & Maurice Mandelbaum of the twelve story apartment house at the southeast corner of Broadway and Eighty-ninth street to Bertha Grossman, who immediately reconveyed it to Beatrice Bachrach. The structure stands on a site fronting 109.3 feet on Broadway and 89.6 feet on Eighty-ninth street.

Second Avenue Corner Sold.

The eight story elevator apartment house with stores, known as the Victoria at 104 and 106 Second avenue, northeast corner of Sixth street, has been purchased by clients of Kleiner, Britz & Nadel, attorneys, from Annie Rosen. The structure fronts 51.10 feet on the avenue and 37 feet on Sixth street. It was held at \$220,000.

Other Multi-Family Deals.

P. A. Edmonson sold for Lillian Jarocky 114 West 103d street, a five story apartment house, 27x100.11, near 103rd avenue. It was held at \$45,000 and rents for about \$8,500 per annum.

Brown, Wheelock-Harris, Vought & Co., Inc., sold for the Glaslyn Realty Company to Dennis Cavanaugh the five story double apartment 244 West 112th street, 34x100.11.

David Vogel sold for Bloomberg & Bloomberg, attorneys, for the Pearl estate, 1755 Lexington avenue, southeast corner of 109th street, a four story flat and stores, 20.11x68, held at \$25,000, to Dr. N. S. Schiff for investment.

The six story apartment house with stores at 211 and 213 East 105th street, 41.8x100, has been sold by a client of Samuel Bitterman to Rose Sigman. B. J. Well represented the purchaser. S. Goldberg was the broker. The property was held at \$70,000.

John J. Hoeck, Inc., sold for A. Beckowitz 121 West Nineteenth street, a five story apartment house, 32.6x100. Henry Hof sold for Dr. Thomas F. Quinlan the four story flat 218 East Thirtieth street to Mrs. Martha Hirsch.

George W. Sasse has sold for the Clem Realty Company, Inc., to an investing client, No. 2112 Eighth avenue, two five story apartments, 40x100. This is the first sale of this property in a quarter of a century. The same broker also sold for the estate of Rebecca Gilbert, to an investing client, 304 West 120th street, a five story double apartment, 25x100.

This is the third sale made by the same broker in this estate in the past month. John Fink sold the five story apartment house, 1754-1760 Lexington avenue, northwest corner of 109th street, 100x25, for William C. Krueger, 421 West Fifty-Catharine street, a five story apartment for William D. Kilpatrick, and 1761 Third avenue, a five story tenement, 25x33, for H. Mott Brennan.

In the Dwellings Market.

Charles S. Kohler, Inc., sold for Edwin B. Lapham 73 Manhattan street, northwest corner of 103d street, a three story dwelling, 17.7x75, and 75 Manhattan street, adjoining, a three story dwelling, 15.8x75.

Selmer Homes Corporation sold to Abraham L. Garbort the three story dwelling 113 East Eighty-third street, 20x102.3.

James H. Cruikshank sold to Frances Victoria Bell, 143 West Seventy-sixth street, a three story dwelling, 17x102, between Columbus and Amsterdam avenues. It was held at \$20,000.

John and Theodore A. Kavanagh sold for James H. Cruikshank to a client for occupancy 70 East Ninety-second street, between Madison and Park avenues, a five story dwelling, 15.5x100.

MISCELLANEOUS LEASES.

Lewi & Weyl leased space in 633 Broadway to the Triangle Manufacturing Company.

Oliver Lakin Company leased three floors in 73 West Forty-seventh street, between Madison and Park avenues, to Union Applique Company, Inc., for a dressmaking business.

John and Theodore A. Kavanagh sold for James H. Cruikshank to a client for occupancy 70 East Ninety-second street, between Madison and Park avenues, a five story dwelling, 15.5x100.

SUBURBAN MARKET.

Flah & Marvin sold for the Witherbee Real Estate & Improvement Co. a plot of the Mount Tom section of Pelham Manor to Joseph L. R. Van Meter. The same brokers sold for Mrs. Carol V. Wylie her residence on Wolf's Lane, Pelham Manor, to Mrs. O. H. Conner of Brooklyn, and rented for Mrs. E. W. Caesar her house in Lawrence Park for two years to Daniel P. Morse, Jr., of Brooklyn.

George Howe sold for Herkimer, Inc., to Mrs. Josephine Preuss of this city, a cottage with attached garage on Wolf's Lane, Pelham Manor, to Mrs. E. W. Caesar her house in Lawrence Park for two years to Daniel P. Morse, Jr., of Brooklyn.

F. M. Crawley & Bros. sold the stone and frame colonial residence of George Engstrom on the east side of Park street, near Lorraine avenue, Montclair, to John F. Stanton, of East Overlook. The residence contains twelve rooms, three baths and solarium. The property has a frontage of 90 feet and was held at \$50,000.

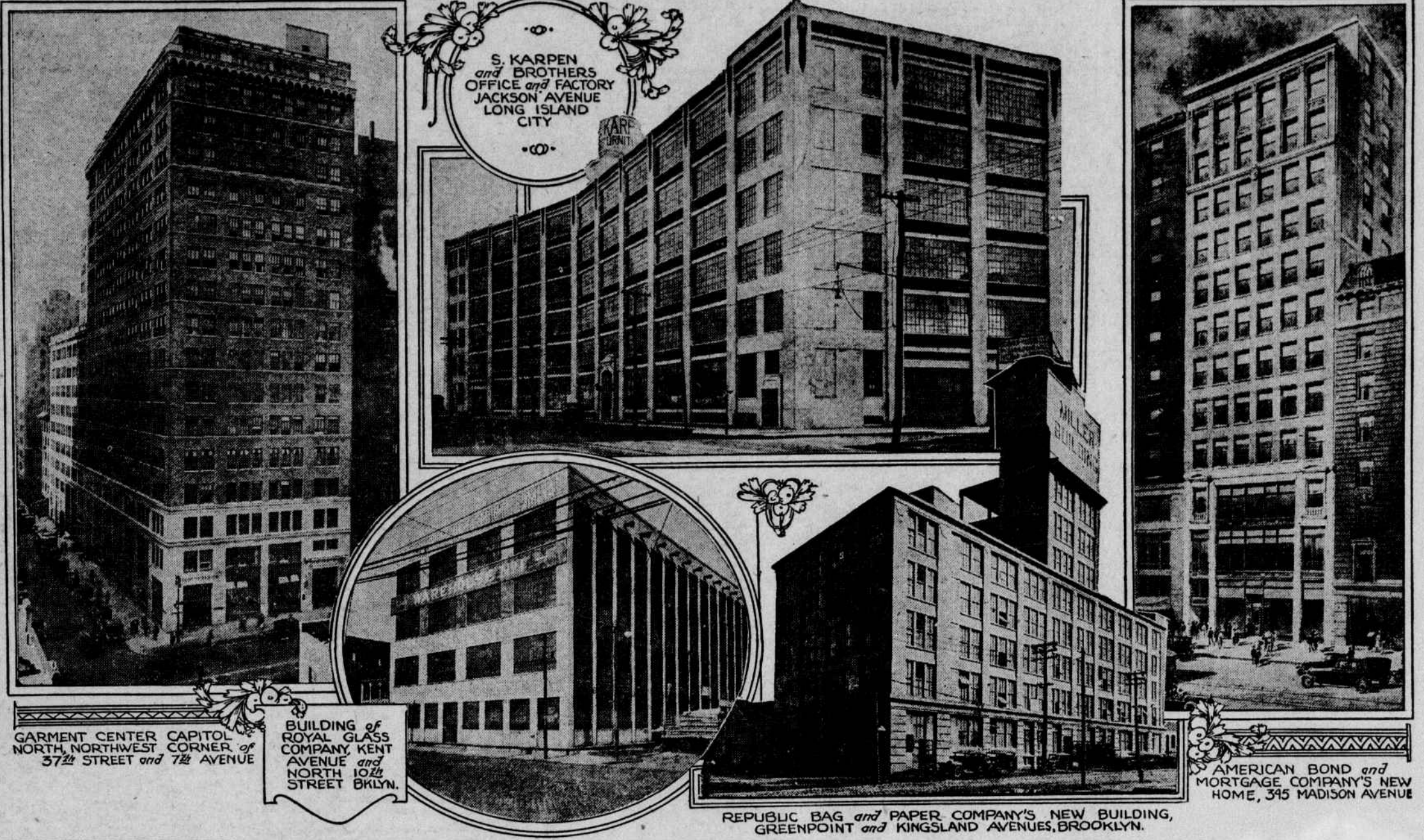
BUY TENANT OWNED FLATS.

Jackson Heights Report Banner Week for Sales.

Sales of tenant owned apartments at Jackson Heights last week totaled \$302,500, the largest aggregate for any week. Among the purchasers were:

George T. Kjellberg in 114 Nineteenth street (Hawthorne Court), John A. Terras in 127 Twentieth street (Hawthorne Court), Dr. Arthur B. Tilton, Frank J. Jewett, Bert C. Pond and W. R. Patterson in 124 Nineteenth street (Hawthorne Court), Roy B. Avers and Walter W. Briggs in 112 Nineteenth street (Hawthorne Court), Lawrence J. Jones in 111 Twentieth street (Hawthorne Court), Hewitt Warburton in 130 Twenty-first street (Hawthorne Court), Paul McQuillen and Ruth Crawford in 122 Twenty-first street (Hawthorne Court), Mrs. Bertha Holley in 104 Twenty-third street, Geo. Saltans in 126 Twenty-third street, Miss Caroline Wandell in 131 Twenty-fifth street, Earle Pearson in 138 Nineteenth street and Elizabeth Hume in 144 Twenty-first street (Hawthorne Court).

TYPES OF MODERN BUSINESS STRUCTURES



New York Has Become the Mecca of Manufacturers

By JOSEPH P. DAY.

IN ATTEMPTING to determine why a manufacturer gives one section of the country the preference over all other regions for the location of his factory, I believe it might be well to fix in our minds the commercial advantages that a discerning industrial head demands of a locality for it to measure up to his idea of a desirable site.

Although the type of product may temper the manufacturer's demands in certain directions, I think we may assume safely that the discriminating executive would analyze a section's industrial fitness with these standards in mind:

1. Transportation facilities, rail and water.
2. Labor supply, skilled and unskilled. (a) organized labor's policies in section.
3. Power—its availability and cost.
4. Conditions of connecting highways for trucking purposes.
5. Proximity to source of raw material.
6. Nearness to centers of population and rich markets.
7. Availability of adaptable sites for future expansion.

Special enterprises might very well need special advantages, such as distributing agencies, warehousing, wharfage and such, but, in the main, the cited advantages form a sensible yardstick of measurement.

Now then, what has the "metropolitan hub" to offer along the enumerated lines? The reason I use the phrase "metropolitan hub" is that I don't believe that you can consider accurately the Port of New York and its supporting industrial section, unless you include near New Jersey with its wonderful rail facilities, piers and terminals. To my mind they are inseparable.

First of all New York, as a great ex-

WESTCHESTER COUNTRY CLUB LOTS TO BE SOLD

350 Sites in East Bronx to Go Under Hammer.

Announcement that the grounds of the old Westchester Country Club, on Eastern Boulevard, a few blocks south of its junction with Pelham Bay Parkway, in the Bronx, are to be cut up into building lots and sold at auction has caused a stir in the real estate world. The lots are to be sold by Bryan L. Kennelly, Inc., on October 7. The club has a history going back forty years. It was the site of the early international polo matches in which the Waterbury and other distinguished players figured. There will be 350 residential plots offered at the auction.

Several homes have already been built within the club gates, and after the sale of the country club property two of these homes will be offered at auction. The United States Trust Company, John G. Agar, W. T. Evans, executives of the estate of the late Edmund Randolph, have also authorized the sale of several parcels within the club grounds which they have held as trustees for the estate.

Many of the home sites which will be sold have a frontage on Long Island Sound, and waterfront privileges are assured to all future purchasers by the gift in perpetuity by the club of its fine dock. The careful restrictions placed on the tract by the club with the present homes which are found there assure the purchasers at all times of a desirable neighborhood.

The property is reached from the Burke avenue station of the Lexington avenue subway and by motor along Pelham Bay Parkway.

MALBA SHOW PLACE SOLD.

Allyn Place, the English Manor, corner of the Boulevard and Point Circle, facing the bathing beach at Malba on the Sound, L. I., has been sold by the Malba Estates Corporation through Champ & Dasey, sales directors, to Edward N. Smith, of the brokerage firm of Jacquelin & De Coppel, who will occupy it as his all year home.

BROOKLYN SHORE PROPERTY ACTIVE

Deals in Terminal Zones Along Waterfront Indicate Revival of Demand.

By G. P. BUTTERLY.

THAT there has been a decided awakening revival and a strong demand for industrial realty is evident by the number of transactions just consummated in Brooklyn's terminal zones along the water fronts.

With the sales and leases which have taken place it is shown that the properties were all absorbed by large companies for expansion and anxiety to procure new sites for future uses in sections possessing manufacturing and shipping conveniences and in which raw products and materials could be received, assembled and distributed quickly to any point along the Atlantic seaboard.

With the vast and additional facilities soon to be possessed by Brooklyn no other section can compare with it as an industrial region. As a further indication of the fact that such facilities are appreciated by leading manufacturers, last week's transactions alone, a few of which follow, bear out the above statement:

The Royal Glass Company, now located on the Westchester street, Manhattan, has leased the immense structure at Kent avenue and North Tenth street in the center of the Brooklyn Eastern District terminal, which serves this section by rail and water.

In the same locality the J. H. White Manufacturing Company, which owns large structures on North Third street, near Kent avenue, purchased an additional plot about Greenpoint the large new structure at Kingsland and Greenpoint avenues, was leased recently by the Republic Bag and Paper Company of Manhattan, which is negotiating with many out-of-town concerns to lease their surplus area. The building has a private dock leading to Newtown Creek and is opposite the Long Island Railroad freight station, which is convenient to the company's plants. The building is 115-124 Pearl street, Brooklyn.

With the settlement of the rail and coal strikes an additional number of concerns desirous of locating on tide-water for the erection of new plants are bound to come into the market. They figure that by so doing delays and congestion at terminals would be eliminated and they would have no fear of demurrage, embargoes, car shortage or trucking through snow or sleet—as they could have always a steamer or lighter at their docks or cars on their sidings. In other words they would be prepared for every emergency by locating here.

QUEENS BOROUGH AUCTION.

200 Lots Between Jamaica and Flushing to Be Sold.

About 200 residential building sites situated between Jamaica and Flushing on Parsons boulevard and Quarrelsome lane with frontages also on Seventy-second to Seventy-fifth avenues and 163rd street, are to be sold at auction on the premises on Saturday afternoon, September 30, by Joseph P. Day, Inc.

The sale is ordered by the Guaranty Trust Company and other co-trustees of the estate of the late Frederick and Arthur T. Sturges. The lots are adjacent to the Pocomok Country and Golf Club and are within easy reach of Kissena Park and Lake. Surface cars from Jamaica to Corona pass near the properties at 164th street and Seventy-fifth avenue. Municipal buses operating on Parsons boulevard between Jamaica and Flushing also pass the property.

Port Newark Beckons to Industries and Sea Lines

THE city of Newark has placed on the market 1,075 acres of waterfront land, adjacent to warehouse and trunk railroads, for purchase or lease as industrial and port terminal sites. That area, officially known as Port Newark Terminal, has been under development for fifteen years and is now available for use by industrial or shipping interests.

Thomas L. Raymond, City Commissioner, who has charge of the handling of the development, as Director of the Department of Streets and Public Improvements, has received applications for space from forty-five different interests. Prominent among them was the North German Lloyd, whose representatives informed the Newark official that their company was prepared to establish a large shipping terminal at Port Newark, construct piers, railroad sidings and warehouse facilities and develop there a waterfront base greater in magnitude than their old Hoboken docks were before the war. The North German Lloyd application has been held up by Newark's fight to compel the New Jersey Central to remove its railroad bridge across Newark Bay, between Bayonne and Elizabeth. That controversy is now before the State.

Newark wants shipping lines or industrial concerns to establish themselves on its waterfront. About 600 acres of property are available for factory sites. The property can be parceled into plots of any size whatsoever and there are no restrictions on the types of plants which may be erected there. The interests which have opened negotiations with Mr. Raymond include manufacturers of furniture, fountain pens, structural steel, machinery, electrical devices and metal novelties, sugar refiners, aeroplane builders, foundries, warehousemen and others.

Ideal labor and transportation facilities are offered. Newark's population is 425,000 and within a five mile radius of Port Newark Terminal, excluding New York city, the population totals 1,500,000. The industrial sites are ten minutes' ride from the heart of the city and labor is transported by an elaborate traffic system comprising trolley cars, jitney buses and passenger trains.

The truckage of the Pennsylvania, Lehigh Valley, Jersey Central, Philadelphia and Reading and Baltimore and

Ohio railroads actually cross the industrial sites. The immense classification yards of the first three named roads adjoin the property. The Pennsylvania is constructing what will be the largest freight yard in the world. The Lehigh Valley and Erie go through Newark and are connected with Port Newark Terminal, and a belt line road runs directly to the city docks from the trunk line roads. The industrial sites back up on a deep water ship canal built by the city. Only this year Mr. Raymond deepened the channel in the canal to thirty-one feet. In 1921 the Newark Bay channel was dredged to thirty-one feet at Newark's expense and under Mr. Raymond's direction, thus bringing deep water direct to Newark's dock from the ocean via New York harbor and the Kill van Kull. Newark constructed a marginal dock for the entire length of the ship canal, 7,000 feet.

Direct rail to water is the slogan of Port Newark Terminal, because, with the belt line railroad tracks running along the dock, freight cars may be run from the factories directly to the ship's side and cargoes transferred. There is no lighterage at Port Newark. The trucking facilities are admirable. Three main highways extend from the heart of the industrial sites to the north, the west and the south. One connects with the Lincoln Highway at its approach to New York city. The distance from Port Newark to Manhattan is about eight miles. Another road connects with the Lincoln Highway at the southern part of Newark. Over it shipments can be sent to Elizabeth, New Brunswick, Trenton, Camden, Philadelphia and other centers. The road was built only recently at a cost of \$60,000 to the city. The third main road goes into the heart of the Newark business district, a little further than two miles away.

All facilities provided for the industries would serve equally well such shipping interests as go into Port Newark. There are approximately six miles of waterfront, not more than half of which are occupied. The remainder is usable for shipping lines.

With a thirty-one foot channel, Newark Bay is equipped for 10,000 and 12,000 ton cargo vessels. Already there are ocean going ships sailing from Port Newark to the West Indies, Florida, the Pacific coast and Europe.

NEWARK MAKES BIG INDUSTRIAL GAINS

Factories Being Enlarged and New Plants Are Planned for Immediate Future.

ACTIVITY IN DWELLINGS

Department Store Opens Addition Costing \$1,500,000—Great Market Planned.

By ALEXANDER L. SCHLESINGER

Vice-President of Louis Schleisinger, Inc.

THE industrial city of Newark has been showing marked progress and the beginning of the autumn season finds many new enterprises launched and other new structures well under way. The outstanding display of confidence is this week's opening of a \$1,500,000 addition to the mammoth department store of L. Bamberger & Co.

Four structures, including the historic eight story Metropolitan Building, were wiped out to make way for the eight story extension, which is from plans of Jacobs Hunt, of Chicago. The George A. Fuller Company has erected it, with Martin Schwab as consulting engineer. One of the many novel features is the opening of a complete basement store comprising an area of more than 55,000 square feet.

Next to the Bamberger enterprise in importance is the Municipal Market to be built on two blocks bounded by Mulberry, Canal, Commerce and Lawrence streets and New Jersey Railroad avenue. The first unit of the new structure is nearing completion and in designing is Frank Grad and George R. Hooper have planned a structure which will represent the last word in central municipal food markets.

The Chamber of Commerce, keeping step with the city's rapid strides, has completed the steel framework of the new ten story office building at the southwest corner of Brantford and Treat places. Guilbert & Betelle, architects, and the George A. Fuller Company as builder are in charge of the work.

Newark's club life will have additional facilities by the opening of the Newark Athletic Club on Park place, just west of the Hudson and Manhattan tube terminal. The structure will open about the first of November with a membership of approximately 4,000. The ten story building is constructed from plans prepared by Jordan Green.

Marked activity is prevailing in apartment and dwelling development. An old landmark, the Ward estate at the northwest corner of Clinton avenue and Stratford place, has given place to a magnificent eight story apartment building to be known as the Riviera Apartment Hotel. The structure will be eight stories in height and contain 252 rooms.

Reviewing the situation carefully, one finds that it is in the industrial field that Newark is making the most rapid strides and substantial gains. Containing more than 3,500 manufacturing establishments and about 300 different lines of industries, Newark is attracting the most desirable concerns, which are profiting by an excellently planned and scientific building zone ordinance, which divides the industrial area into a light and heavy district. An interesting feature of the industrial expansion is the fact that not only are existing factories being enlarged to meet the requirements of new purchasers but also new plants are being planned for the immediate future.

Chief among the new enterprises is the recent purchase by the American Book Company of eight and a half acres in the Bloomfield Hotel, adjoining the laboratories of Lehn & Fink.

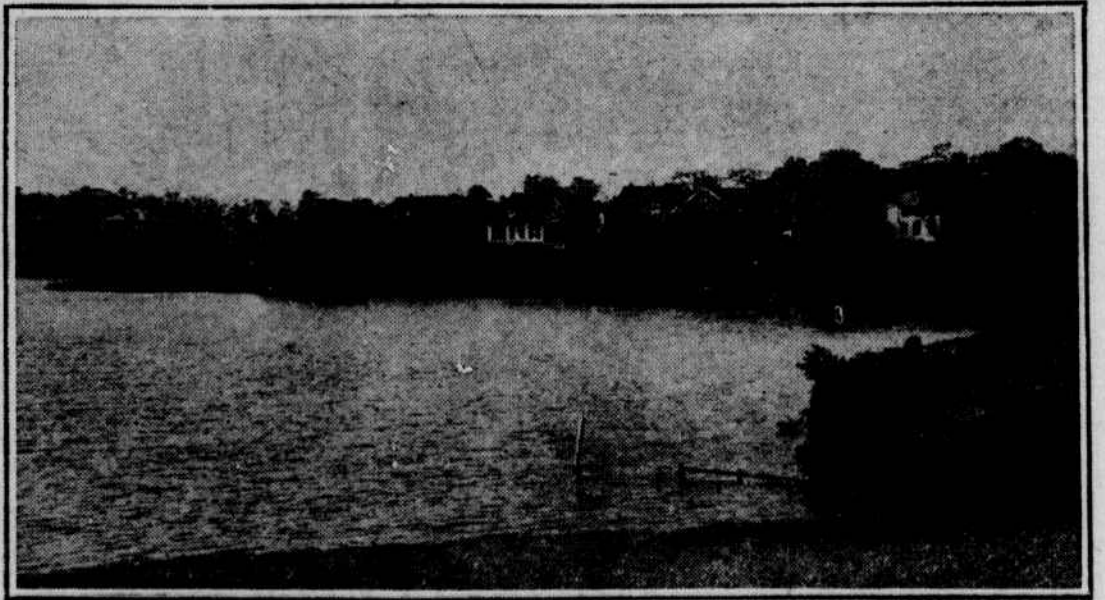
The book company has added to its facilities in Cincinnati by its new building in Bloomfield. The new plant is being used for printing and binding text books. Although the factory acquired recently by the Durant Corporation from the Willys Corporation is just south of the Newark city line in Elizabeth, the advent of that large enterprise will have a most favorable effect on Newark and its vicinity.

The New York Telephone Company is increasing the local facilities and on their completion will occupy a new five story building on Washington street, about 200 feet south of its present headquarters. The structure is being erected by the Union Building Company, of which Morris Rachlin is president.

TO DESIGN LUMBER PLANT.

William H. Gompert, architect, will design the new lumber plant of George H. Storm & Co. to go up on the George Elbert property, on the south side of Sixty-ninth street, between Avenue A and Exterior street. The improvement will include a fireproof office building, mill building, stable and a steel and asbestos fireproof hardwood warehouse, costing about \$150,000, which will include docking facilities for deep sea vessels.

FOX HILL SALE NEXT SATURDAY



Gramere Lake, adjoining Fox Hills property to be auctioned.

THE Cornell Real Estate and Auction Company, Inc., will conduct a sale of lots on Fox Hill, Staten Island, on September 23. Speaking of the property, C. W. Schutzendorf, president of the company, said yesterday:

"This development opens up an entirely new section, thereby affording Rosebank and Fort Wadsworth, which are rapidly increasing in population, an opportunity to spread out. The lots are easily accessible as they are close to the present transit facilities. Rapid transit trains, with practically two stations on the property, run every ten or fifteen minutes, as also do the South Beach trolley cars to Pennyn-

vania avenue. The lots are high and command a fine view of the harbor and surrounding country.

"Taking into consideration the fact that the Government spent thousands of dollars in building roads through this property, all of which remain, and many other natural advantages, as well as the fact that Pennsylvania avenue is 100 feet wide, and the continuation of the Southfield boulevard, and it is under that avenue that the Rapid Transit Commission has adopted as the route of the extension of the Fourth avenue subway, under the narrow sion Brooklyn, connecting with the South Beach Rapid Transit division at Vermont avenue, and the Tottenville line, to Gramere, indicates a very successful sale. To the east of the property is the well built up section of Rosebank, which a few years ago the late Dr. F. Cornell, with whom I was then associated, sold at auction. The prices which the lots brought at that time and those for which they are now selling show an increase in some instances of more than 50 per cent. To the west is the finely developed Durkee Manor, to the north is the Fox Hill golf grounds, one of the best in the country, and to the south is the pretty Fort Wadsworth settlement. I do not know of any piece of property in Greater New York that possesses so many attributes or advantages as this property does. In my opinion every one of the 270 lots which are to be sold at auction will increase in value very rapidly and far beyond the expectations of the most optimistic."

300 Bayside Lots Will Go on Block



Shore Scene on Mirrieless Estate, Bayside.

Because taxes are high in Encland, the people of New York city and vicinity will have an opportunity to buy 300 waterfront lots at Bayside, Borough of Queens. The heirs of the late Sir Frederick Mirrieless, who own the lots and who are obliged to pay taxes to the British Government, are anxious to liquidate their Bayside holdings. Consequently they have authorized Joseph P. Day to sell the lots on Saturday, September 23. The sale will be held on the premises regardless of weather conditions.

The properties are 125 feet above the water level and overlook Little Neck Bay. They are situated near Bell avenue, near Crocheron, Maxwell, Vista and other avenues and extend for several blocks from 214th place almost to Little Neck Boulevard. The Bayside Yacht Club and the homes of a large number of well known professional and business people are situated a short distance from the lots to be sold.